

Weston to Clevedon Cycle Route Tutshill Crossing Proposals: Kingston Seymour to Wick St.Lawrence

Question and Answer Bank - Kingston Seymour Parish Council (for and on behalf of parishioners) to and from North Somerset Council

No.	Date Raised	Question from the Parish	Response from North Somerset Council	Date Received
1	04-Sep-17	Why do North Somerset Council want to move forward with this now in a time of continued austerity and financial challenge?	<p>Early stages of the scheme, e.g. the current feasibility work, is funded by money specifically allocated to the Council for progressing cycleway projects; this is external funding so not available for other work.</p> <p>The later stages of the project (e.g. construction) will be funded via a bid process(es) to appropriate external funding sources and not from the Council's reserves or revenue budget. In this manner the scheme will only use monies which either: 1) are not otherwise available to the Council, or 2) are not available for other types of projects.</p>	16-Oct-17
2	04-Sep-17	There is already a signed cycle route between Weston & Clevedon alongside the A370 and using a section of the Strawberry Line. Why not invest in improving the safety of this route alongside the A370 instead?	<p>The purpose of this project is to provide a direct high-quality route linking Weston-super-Mare to Clevedon and reducing the severance caused by the M5 motorway. Improving the existing route would do nothing to shorten the distance between the two towns and it is also very unlikely that it would result in an increase in cycle use in the area as the crossing of the M5 is either convoluted (if avoiding M5 J21) or undesirable (if using M5 J21).</p>	16-Oct-17

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3	04-Sep-17	Why have villagers not been formally consulted and why do their views not count into the viability and necessity of the project?	<p>Kingston Seymour has been formally consulted on several occasions regarding the proposal. This includes in 2007 when the proposal was added to the Replacement Local Plan and Kingston Seymour's objections were considered at an appeal by the Planning Inspectorate. Kingston Seymour were also consulted extensively in 2012 when the Council was aiming to deliver the project (before the project was delayed by the Environment Agency works to the Yeo floodbanks).</p> <p>The Council is sympathetic to the opposition within the Parish but must also consider the needs of the county as a whole. On balance the Council does not believe that the detriments of the proposal significantly outweigh the benefits to the wider community.</p> <p>All that being said, the Council is taking a fresh look at the project and wants Kingston Seymour to take an active role in both the design and the implementation of the cycleway. We wish to work together to maximise the local benefits of the project whilst minimising concerns and fears. We welcome any additional questions or specific issues being raised (either publically or directly) and will also arrange periodic meetings to update the Parish.</p>	16-Oct-17
4	04-Sep-17	Has a true feasibility of options and needs been completed given known access issues and problems of interfacing people and farm animals?	The Council has restarted the project anew at the feasibility stage. A key scheme objective is to reduce, or omit the potential conflict between the public and agricultural livestock.	16-Oct-17
5	04-Sep-17	Why can't the Cycle Route and Coastal Footpath follow the same route and avoid any access to the village?	It would not be possible to provide a surfaced cycleway for the length of the coastal footpath. In addition the increased landtake and significant engineering challenges would be unaffordable even if they were possible.	16-Oct-17
6	04-Sep-17	Can a new bridge be constructed further downstream - nearer the mouth of the Congresbury Yeo - in order to bypass the village?	This would require a marine engineered bridge over 200m long in addition to large raised abutments on either side of the river mouth. Whilst this would be an impressive structure the costs for construction and long term maintenance make it unaffordable. There is also the issue of increased land take to get to a bridge at the river mouth.	16-Oct-17

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7	04-Sep-17	What dialogue has taken place with farmers who use the - currently gated - Mud Lane for their livelihood?	Tutshill Farm and Mendip View Farm were consulted extensively about the project in 2012 and the Council accepted measures to protect the needs of both farms. Now that the project has been refreshed consultation has begun anew; the Council are obviously aware that Mendip View Farm has changed ownership since discussions last took place.	16-Oct-17
8	04-Sep-17	Who owns Mud Lane and have they sanctioned its use?	Mud Lane is unowned and unregistered land. The efforts of both the Council and private individuals have failed to establish an owner.	16-Oct-17
9	04-Sep-17	What consideration has been given to using the WC&P trackbed to go further north than the junction of Mud Lane and join the road network on Ham Lane?	Whilst a preferable scheme, the option to extend the route north to Ham Lane is not currently being considered due to the additional number of landowners and also due to the current use of the land (as the former railway line would divide several fields).	16-Oct-17
10	04-Sep-17	What consideration has been given to the vehicular traffic that will be generated into the village as people travel - in their cars - to gain access to the route at Kingston Seymour?	The cycleway, by definition, is not likely to attract vehicles in it's own right. The Coastal Footpath is being provided specifically for long distance walking and will be advertised as having no vehicle access or parking in either Kingston Seymour or Wick St Lawrence. As there are no suitable parking places near to Yeo Bank Lane it is unlikely that vehicles will increase as a result of the project. We are also considering options to discourage parking and vehicle access on Yeo Bank Lane to prevent people trying to approach the sluices by car	16-Oct-17
11	04-Sep-17	What are the plans to maintain the Bio security of the village which are essential for farmers to remain in business and could easily be compromised by further movements through the village?	A key scheme objective is to reduce, or omit the potential conflict / contact between the public and agricultural livestock and there are several reasons for this including; public safety, ease of farming practice, and biosecurity.	16-Oct-17

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12	04-Sep-17	What were the results of the recent traffic survey that was carried out in the village which are understood to be a prime reason why the coastal footpath had to go on the coast due to the danger in village lanes?	The coast path legislation requires Natural England to have regard to the desirability of the path affording sea views and being near the sea. Natural England's preferred route is closer to the coast for those reasons, not the results of the traffic survey. The aim of the traffic survey was to assess the feasibility of incorporating some of the village lanes into the coast path, in the event that a more seaward route was not practicable.	16-Oct-17
13	04-Sep-17	Will there be a car park provided for people who wish to access the Cycle Route in Kingston Seymour?	There are no current plans for parking facilities to be provided in Kingston Seymour.	16-Oct-17
14	04-Sep-17	Will there be a car park provided on the Wick St.Lawrence side?	There are no current plans for parking facilities to be provided in Wick St. Lawrence.	16-Oct-17
15	04-Sep-17	Why are some modes of transport prohibited from the initiative i.e Horses?	Equestrians have not been specifically excluded from the project however; there are additional considerations which need to be taken account of regarding horses. Previously, Kingston Seymour was against equestrian access on the project; it would be useful to know if this position has changed since previous discussions.	16-Oct-17
16	04-Sep-17	Where is the Council proposing to source the funding from?	See answer to question 1.	16-Oct-17
17	04-Sep-17	Given the current position, what is the likely timetable for this initiative?	Currently the Council is restarting the project at the feasibility stage to determine the deliverability and requirements of the project. This stage aims to be completed this financial year. The next stage will be to complete detailed design and to apply for planning permission and other consents; the Council aims to have this completed in the year 2018/19. Subject to funding the project could at the earliest be constructed in 2019/20 however; it is not uncommon for funding availability or other issues (e.g. ecological management, design changes etc) to delay construction for an additional year or two.	16-Oct-17